

BookletChartTM

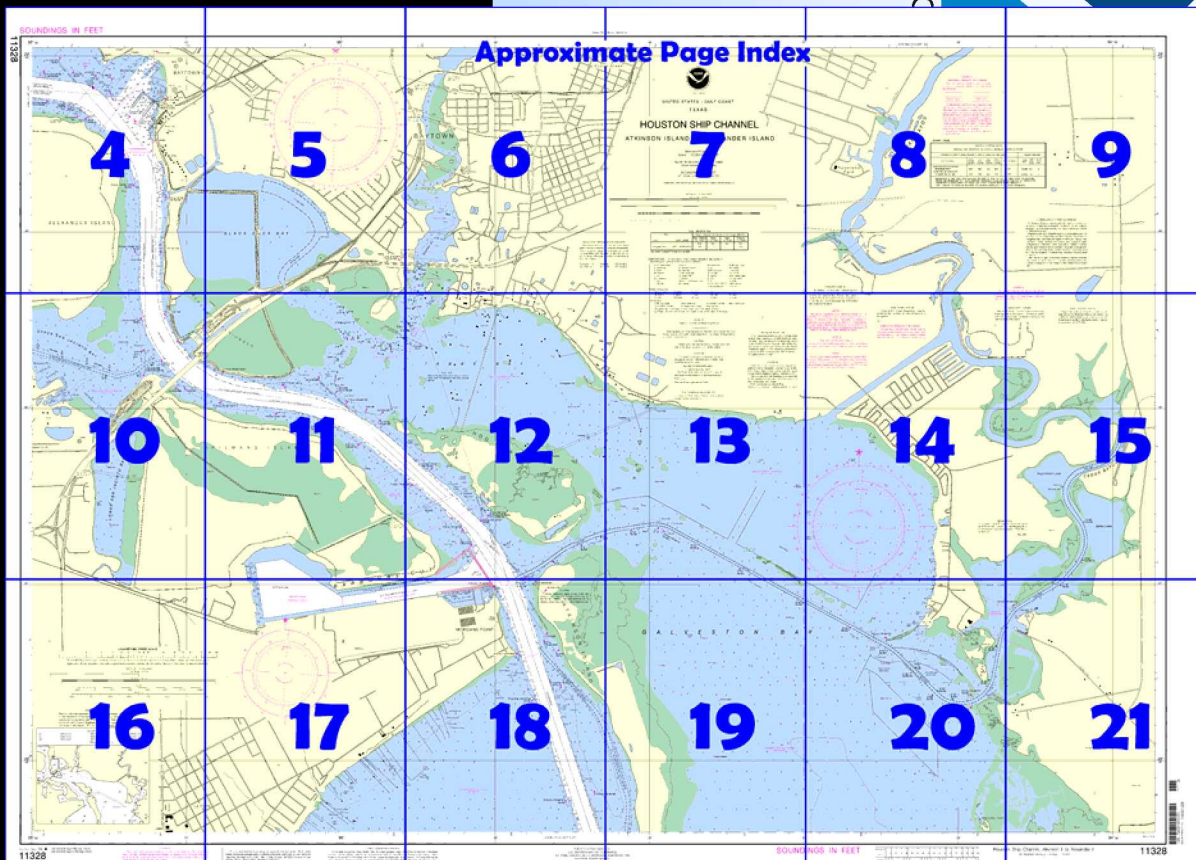
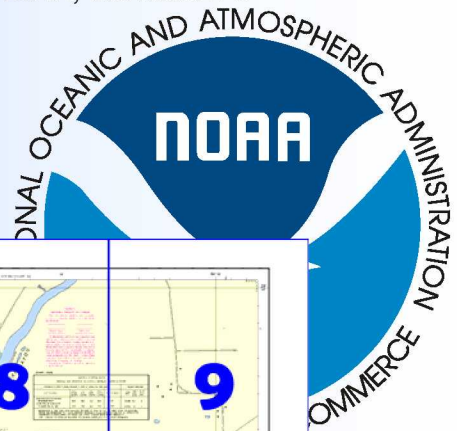
Houston Ship Channel Atkinson Island

(NOAA Chart 11328)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

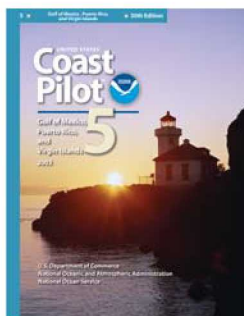
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 10 excerpts]

(175) **Galveston Bay** is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet.

(288) **Cedar Bayou** is a crooked stream flowing in a S direction into the NW corner of Galveston Bay, 2.5 miles E of Morgans Point

and 25 miles N of Galveston.

(292) A highway bridge 9.7 miles above the entrance and a railroad bridge 13.4 miles above the entrance have fixed spans with a minimum clearance of 18 feet. In October 1982, the highway bridge was being modified to provide a clearance of 18 feet. A highway bridge crossing a

cutoff between **Boaz Island** and the mainland has a 13-foot fixed span with a clearance of 6 feet. Only very small craft use the cutoff.

(293) Shallow **Tabbs Bay** is at the NW end of Galveston Bay, and contains numerous oil well structures and overhead power cables. There are no defined channels; the average depth is reported to be less than 3 feet.

(294) A channel from Houston Ship Channel follows the W end of **Hog Island** and Tabbs Bay to **Baytown** on the N shore. **Goose Creek** is navigable for craft drawing up to 5 feet to a highway bridge 2.8 miles above the entrance. The channel, unmarked and ill-defined, runs close aboard the N shore of the island N of the W end of Hog Island and leads to Goose Creek. Private poles and markers may at times mark the preferred route. Goose Creek contains numerous oil wells, pipelines, pilings, and other hazards; local knowledge is advised. The creek is used by oil well supply and commercial fishing vessels.

(295) The highway bridge 2.8 miles above the entrance has a 48-foot fixed span with a clearance of 9 feet. Two highway and two railroad bridges between the entrance and this bridge have fixed spans with a minimum width of 32 feet and minimum clearance of 14 feet. Overhead power cables crossing the creek between the mouth and the highway bridge 2.8 miles above the entrance have a least clearance of 36 feet.

(296) **Barbours Cut**, opposite Hog Island, extends about 1.2 miles W from Houston Ship Channel. A privately dredged area extends W about 0.6 mile into the cut from Houston Ship Channel. A turning basin, at the head of the cut and W of the dredged area, provides excellent shelter in depths of 20 to 26 feet for vessels up to 150 feet long.

(304) Morgans Point is on the NW end of Galveston Bay on the W side of Houston Ship Channel. **La Porte**, a town 2 miles SW of Morgans Point, has rail and highway connections with other parts of the State.

(321) **Houston Ship Channel** extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles.

(324) N of Bolivar Peninsula, spoil banks on both sides of the channel extend N to **Red Fish Bar**. About 1.5 miles below Red Fish Bar, a narrow channel marked at the entrance by Daybeacon 1, exits Houston Ship Channel to the W, leading to Dickinson Bayou. In March 1985, the controlling depth through the spoil bank was 6 feet. Along the NE side of Houston Ship Channel N of Red Fish Bar, several openings through the spoil bank permit passage into the NE portions of Galveston Bay. One of these, **Fivemile Cut**, about 8 miles above Red Fish Bar and E of Red Bluff is dredged. In January 2002, the controlling depth was 4.2 feet (4.6 feet at midchannel). The channel is marked by buoys.

(325) Part of the spoil material from the dredging of Houston Ship Channel shows above water and forms a dike protection for the channel; for several miles S of Morgans Point this dike is relatively high and is known as **Atkinson Island**.

(329) **Morgans Point**, 23 miles NW of Bolivar Roads, marks the beginning of an extensive industrial area of oil refineries, cotton compresses, and other industrial plants lining the ship channel to Houston.

(330) A fixed highway bridge in the vicinity of Baytown Tunnel, about 2.5 miles above Morgans Point, has a clearance of 175 feet.

(331) **Baytown**, 4 miles above Morgans Point on the NE side of the channel, is the site of the Exxon Company, U.S.A., refining facilities.


(336) About 1.5 miles above the Baytown facilities, a privately maintained channel leads in a SW direction from the main ship channel along the NW end of **Alexander Island** to the piers of a powerplant at the head of the basin. In August 1982, the reported controlling depth in the channel was 11 feet.

Table of Selected Chart Notes

CAUTION
Within Tabbs Bay and Goose Creek there are numerous overhead power cables.

Corrected through NM Jul. 05/08
Corrected through LNM Jun. 24/08

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of .822" northward and .740" westward to agree with this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUBMARINE PIPELINES AND CABLES
Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.


AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CEDAR BAYOU
The controlling depth was 3 ft for a mid-width of 50 ft from the junction with the Houston Ship Channel to a point approx. 29°41' 54"N, 94°54'54"W.
May 2009

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|---------------|--------|------------|
| Galveston, TX | KHB-40 | 162.55 MHz |
| Houston, TX | KGG-68 | 162.40 MHz |

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID
(based on NAD 1927)
The Texas State Grid, south central zone, is indicated on this chart at 4, 000 foot intervals thus:

The last three digits are omitted.

Mercator Projection
Scale: 1:10,000 at Lat 29° 43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

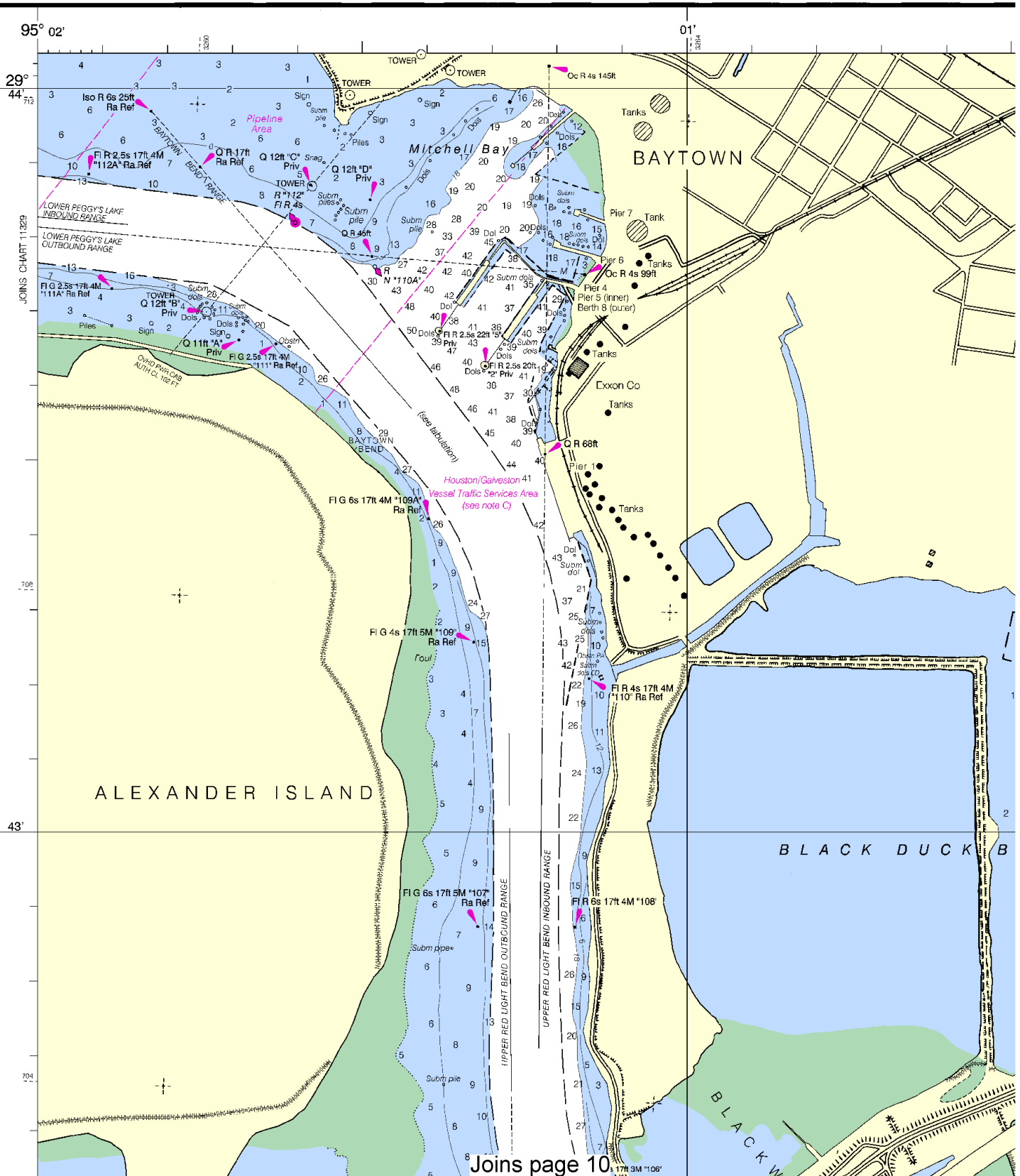
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

| ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) | | | |
|----------------------------------------------------------------------------------|--------------------------|------------------------|--------------------|
| Aids to Navigation (lights are white unless otherwise indicated): | | | |
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| A alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Iso isophase | OBSO obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
| Bottom characteristics: | | | |
| Blds boulders | Co coral | gy gray | Oys oysters |
| bk broken | G gravel | h hard | Rk rock |
| Cy clay | GrS grass | M mud | S sand |
| Miscellaneous: | | | |
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
| ① Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | | |
| ② Rocks that cover and uncover, with heights in feet above datum of soundings. | | | |

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

SOUNDINGS IN FEET

11328



Joins page 10

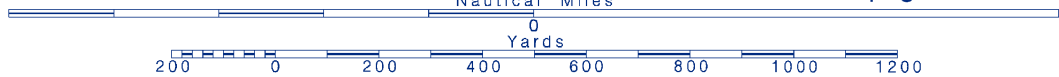
4



Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







U.S. CHARTMAKER SINCE 1807

TEXAS - GULF COAST
TEXAS

SHIP CHANNEL TO ALEXANDER ISLAND

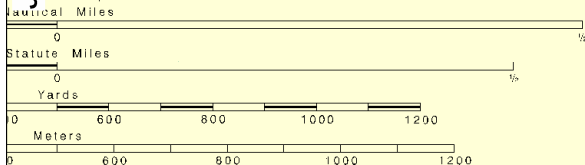
Chart Projection
1:10,000 at Lat 29° 43'

Vertical Datum of 1983
Datum System 1984)

HEIGHTS IN FEET
ABOVE LOW WATER

Information obtained at nauticalcharts.noaa.gov.

Scale 1:10,000



TIDAL INFORMATION

| (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
|------------------|----------------------------------------------|-----------------|----------------|
| | Mean Higher High Water | Mean High Water | Mean Low Water |
| 29°41'N/094°59'W | feet 1.3 | feet 1.2 | feet 0.1 |

Unavailable datum values for a tide station. Real-time water levels, available on the Internet from <http://tidesandcurrents.noaa.gov>.

Abbreviations and Symbols, see Chart No. 1.)
(as indicated):

| | |
|--------------------------|----------------------|
| Mo. morse code | R. TR radio tower |
| N. nun | Rot. rotating |
| OBSC. obscured | s. seconds |
| Oc. occulting | SEC. sector |
| Or. orange | St. M. statute miles |
| Q. quick | VO. very quick |
| R. red | W. white |
| Ra. Ref. radar reflector | WHIS. whistle |
| R. Bn. radiobeacon | Y. yellow |

| | | |
|----------|--------------|------------|
| gy. gray | Oys. oysters | so. soft |
| h. hard | Rk. rock | Sh. shells |
| M. mud | S. sand | sy. sticky |

PD position doubtful
Rep. reported
heights in feet above datum of soundings.

8



Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



57'

CONTINUED ON CHART 11326

East James St

East Texas Ave

Roseland Park

Highway Road

MPH

ACKNOWLEDGMENT

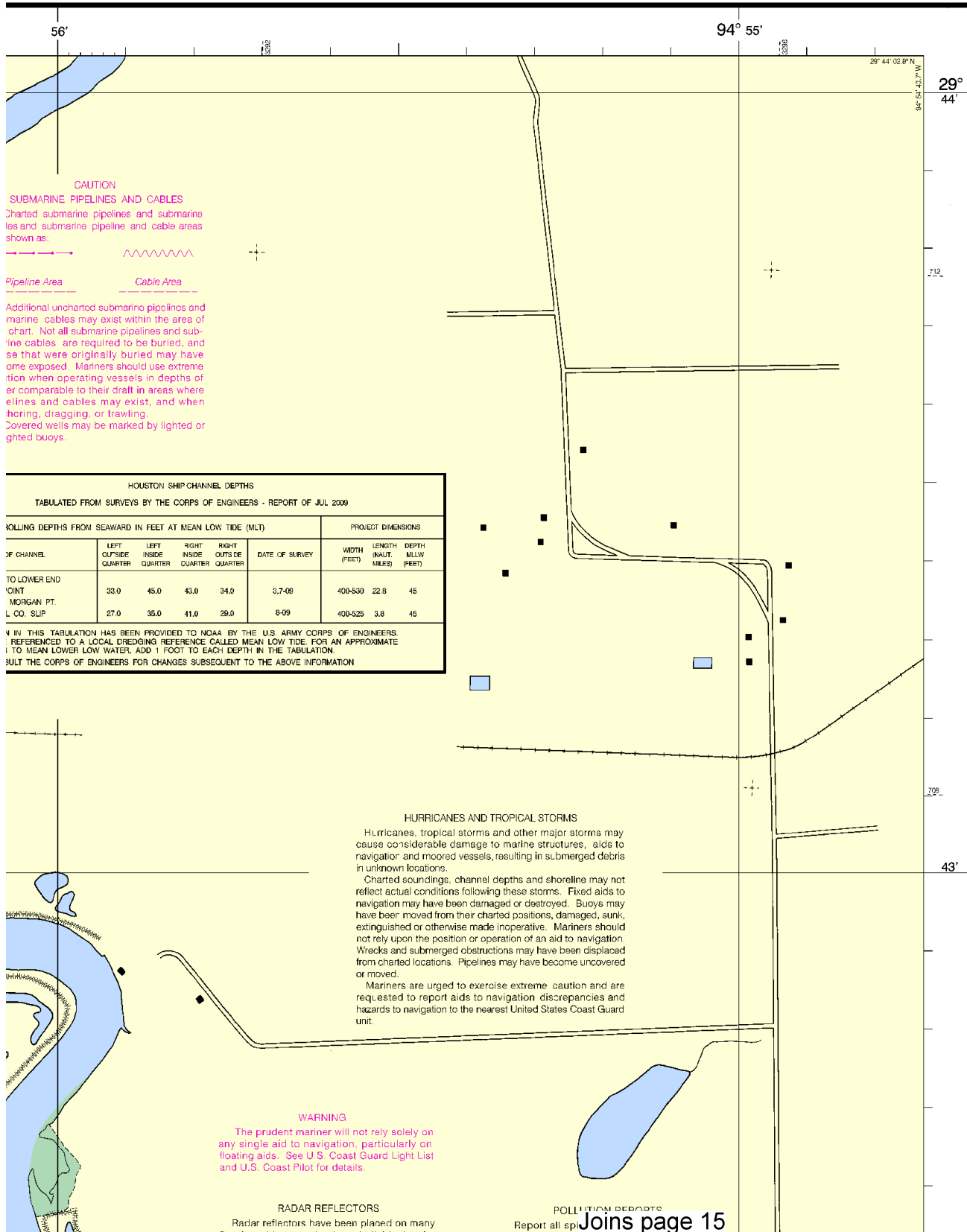
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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Sh. cables are sh.
Pip.
Ac. subm. this of marin. those becom. caustic water pipell. anchr. Co. unligh.

| CONTROL |
|----------------------------------------------------------------------|
| NAME OF |
| BOLIVAR ROADS TO OF MORGAN POI LOWER END OF M TO EXON OIL C |
| INFORMATION II DEPTHS ARE IN CONVERSION T NOTE - CONSUL |





Bottom characteristics:
 Bids boulders Co coral g/ gray Oys oysters so soft
 bk broken 3 gravel h hard Rk rock Sh shells
 Cy clay 3rs grass M mud S sand sy sticky

Miscellaneous:
 AUTH authorized Obstr obstruction PD position doubtful Subm submerged
 ED existence doubtful PA position approximate Rep reported
 (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
 Heights in feet above Mean High Water.

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SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 5 for important
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HORIZONTAL DATUM
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 Geographic positions referred to the North
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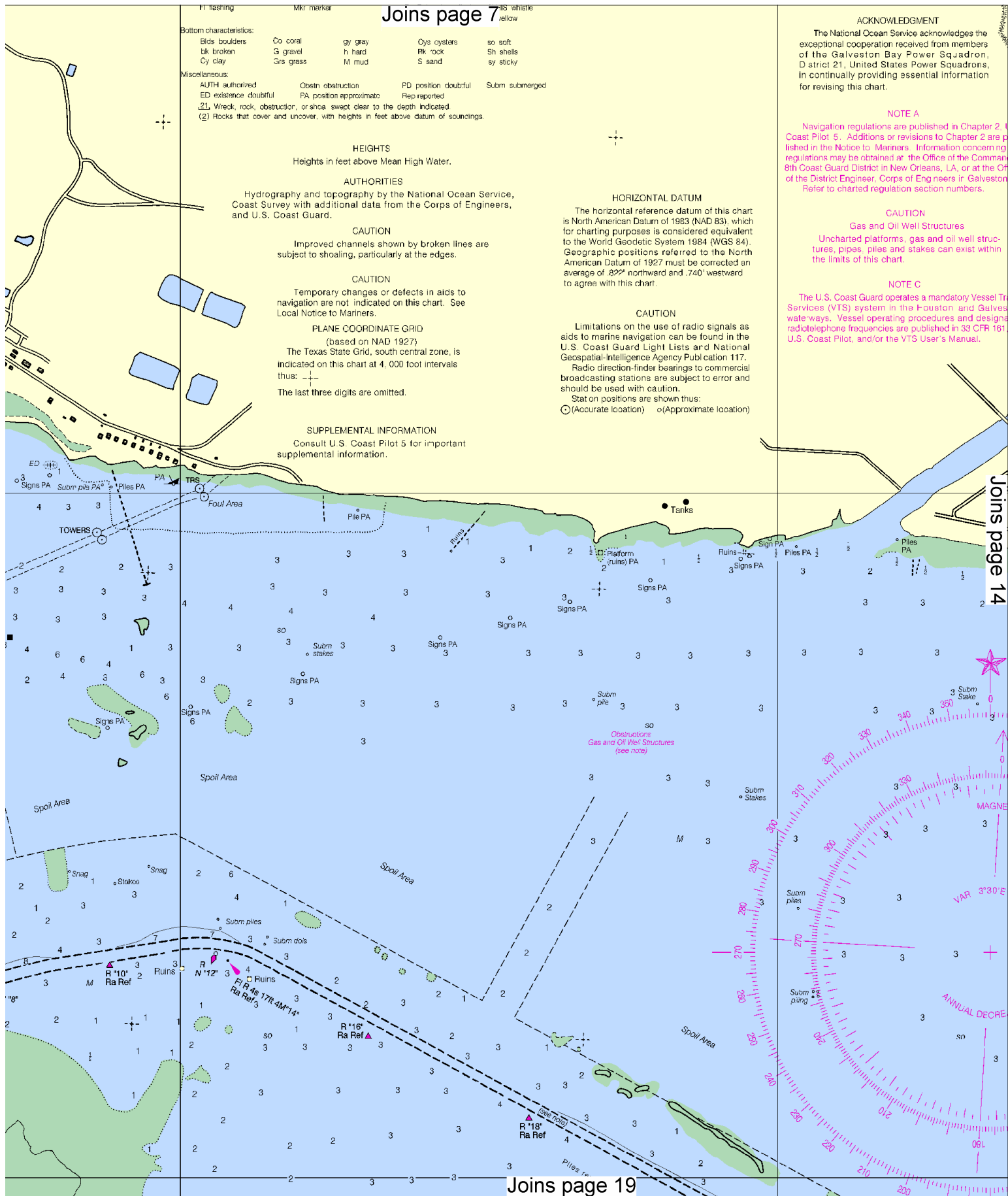
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Ra Ref radar reflector
R Bn radiobeacon
Whts white
Y yellow
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
PD position doubtful
Rep reported
Subm submerged
Tru true
App approximate
Wd clear to the depth indicated
Heights in feet above datum of soundings.

HEIGHTS

feet above Mean High Water.

AUTHORITIES

ography by the National Ocean Service,
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CAUTION

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CAUTION

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Mariners.

COORDINATE GRID

based on NAD 1927)
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digits are omitted.

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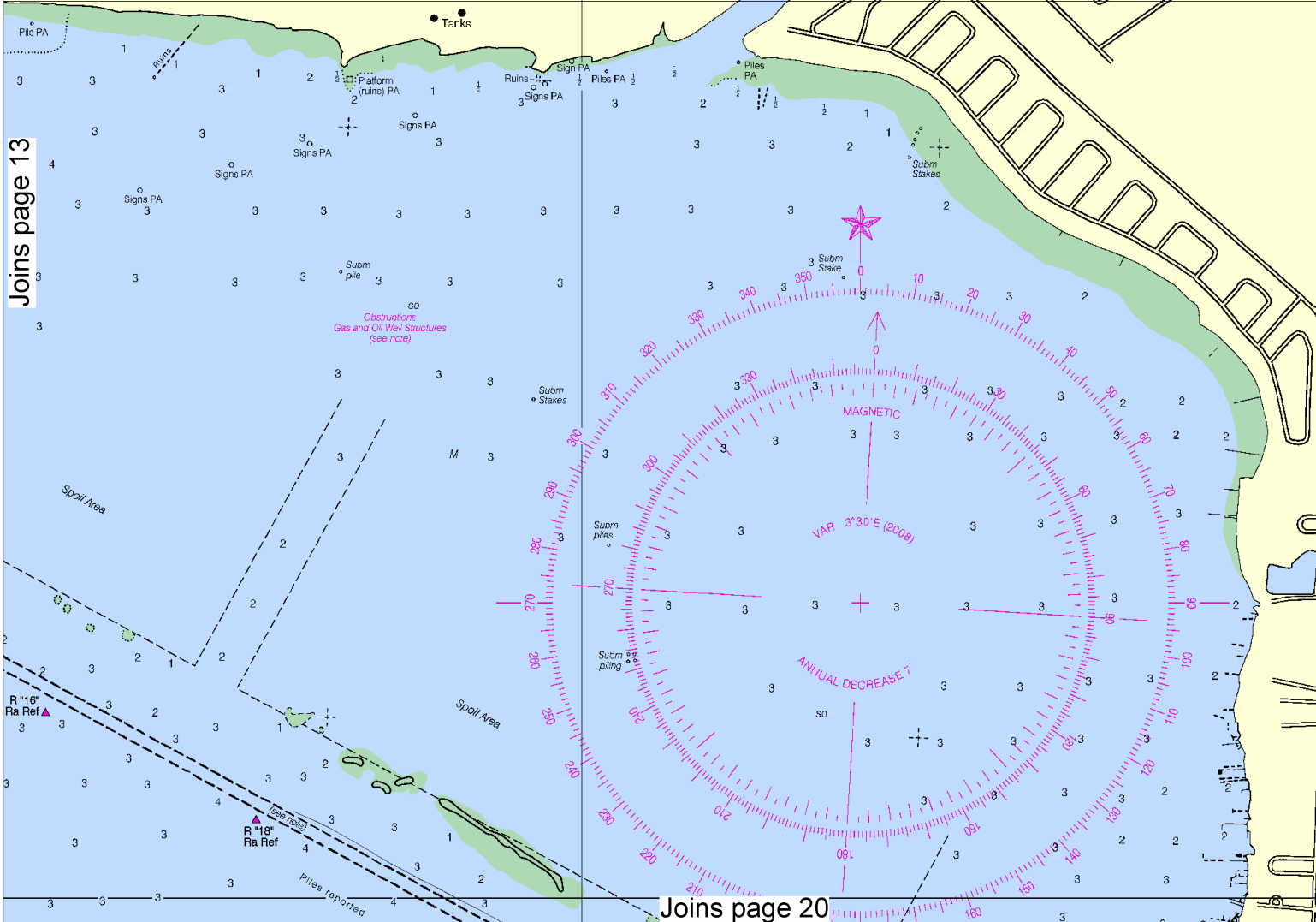
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Joins page 13

Joins page 20

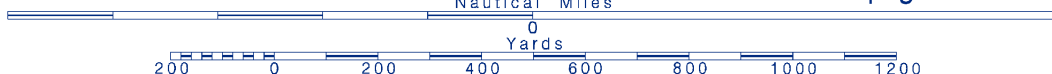
14



Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.

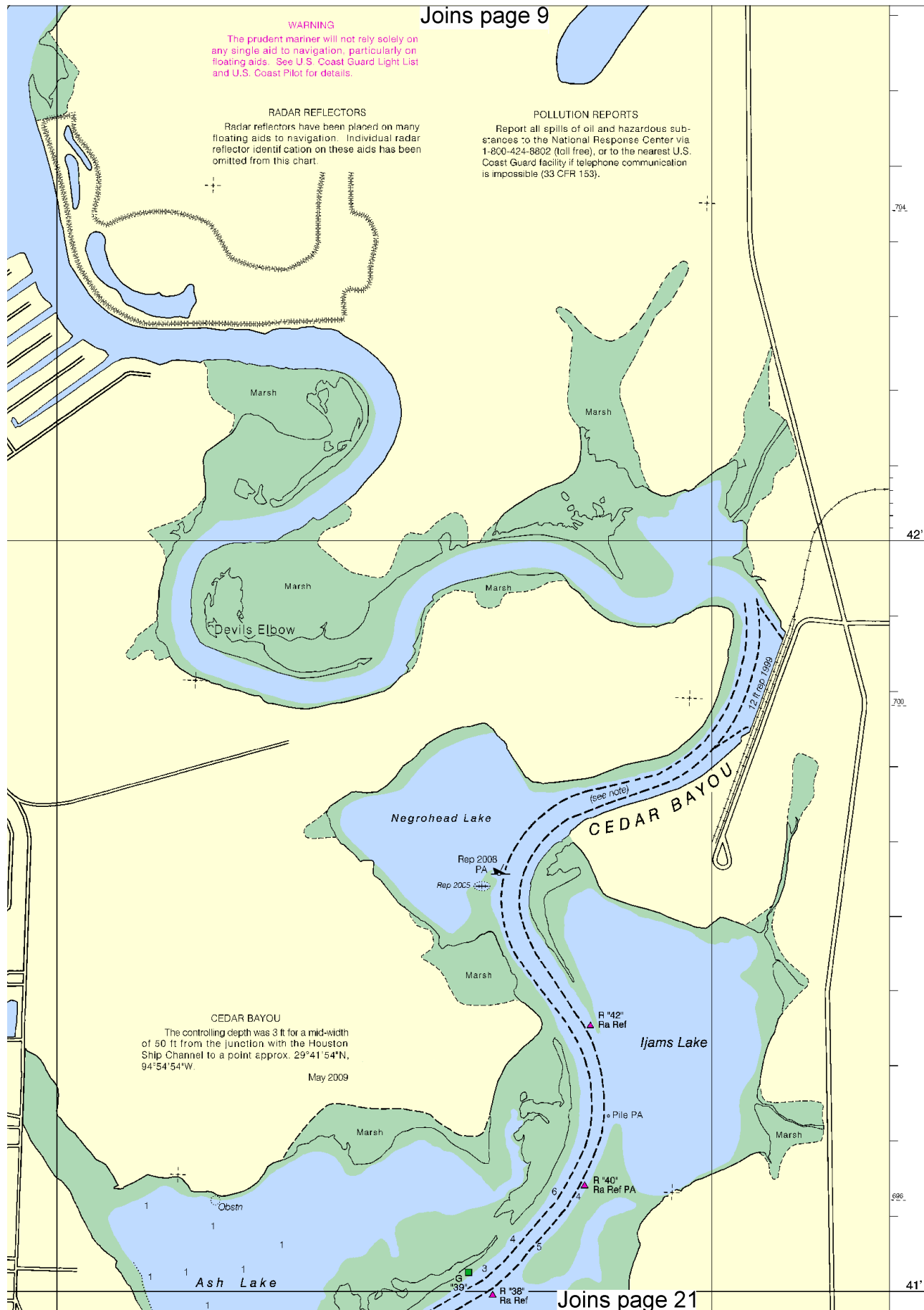


RADAR REFLECTORS

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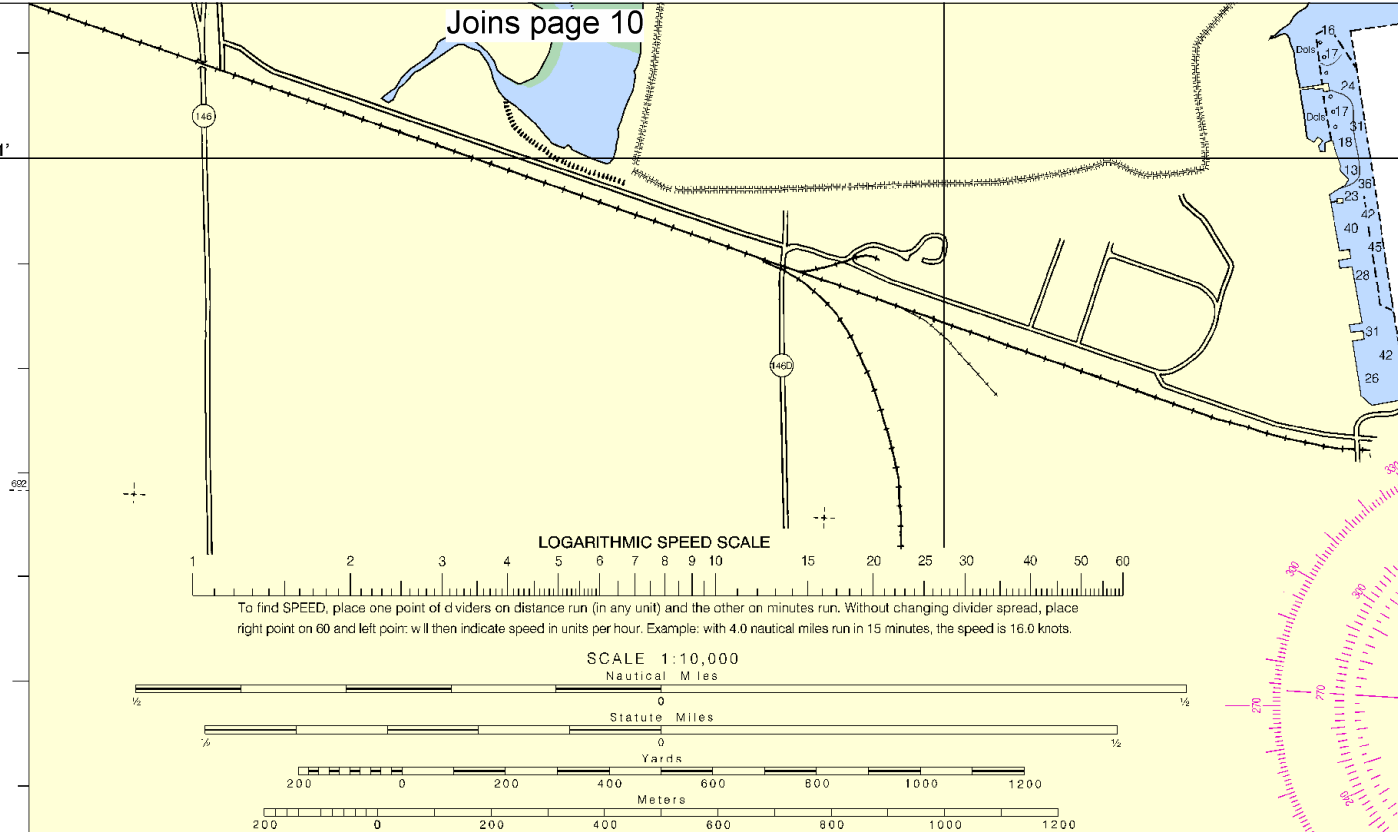
POLLUTION REPORTS

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Joins page 10

41'

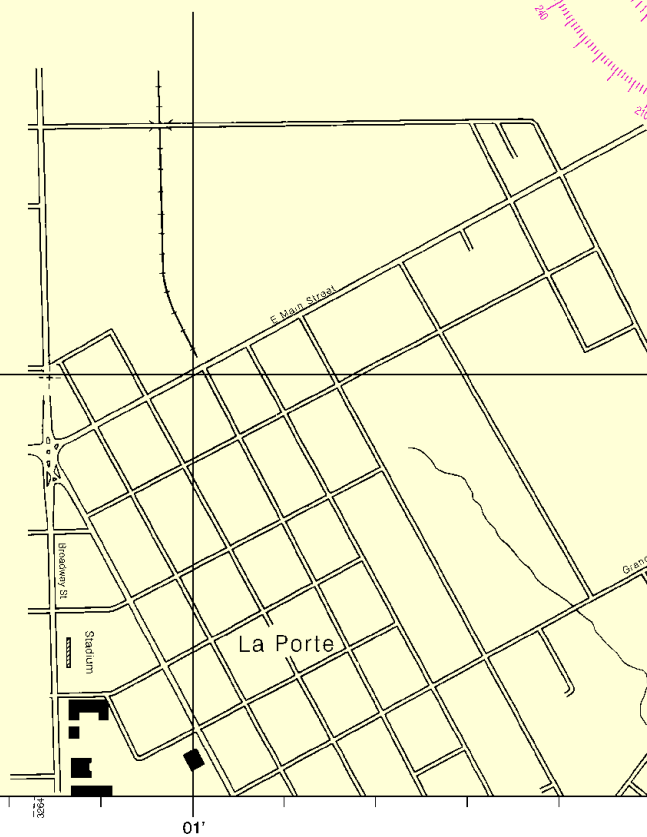
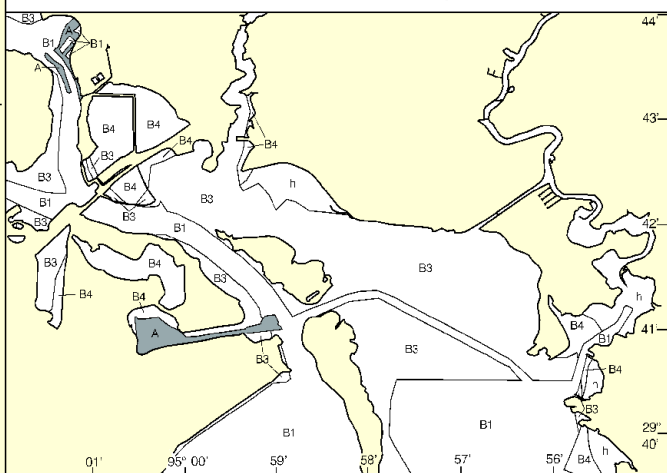


SOURCE DIAGRAM

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SOURCE

| | | | |
|----|-----------|-----------------------|-------------------------|
| A | 1990-2001 | NOS Surveys | Full Bottom Coverage |
| B1 | 1990-2000 | NOS Surveys | Partial Bottom Coverage |
| B3 | 1940-1969 | NOS Surveys | Partial Bottom Coverage |
| B4 | 1900-1939 | NOS Surveys | Partial Bottom Coverage |
| h | | Miscellaneous Surveys | |



25th Ed., Jul. / 08

Corrected through NM Jul. 05/08
Corrected through LNM Jun. 24/08

11328

CAUTION

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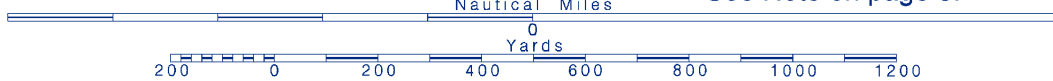
16

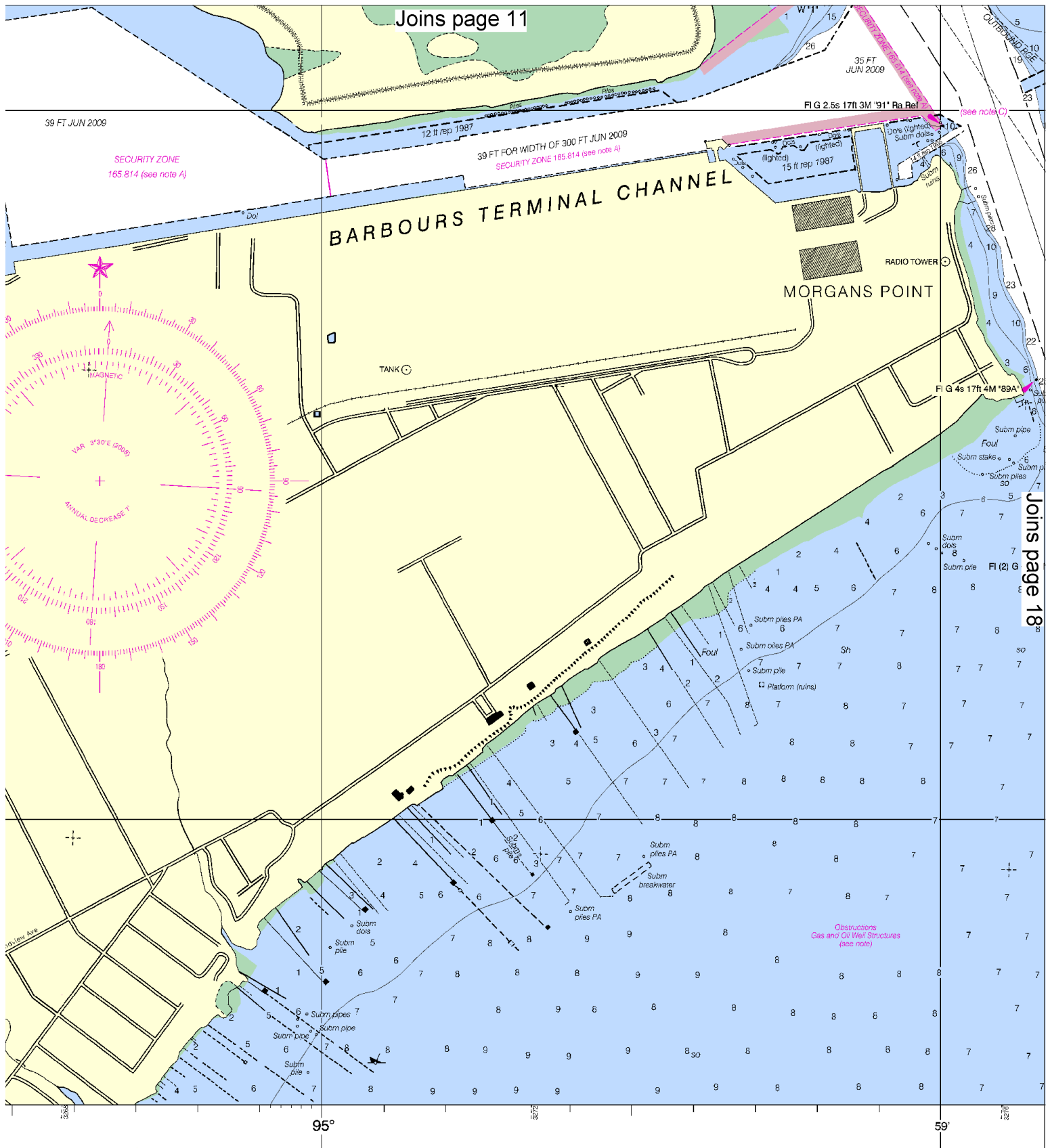


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



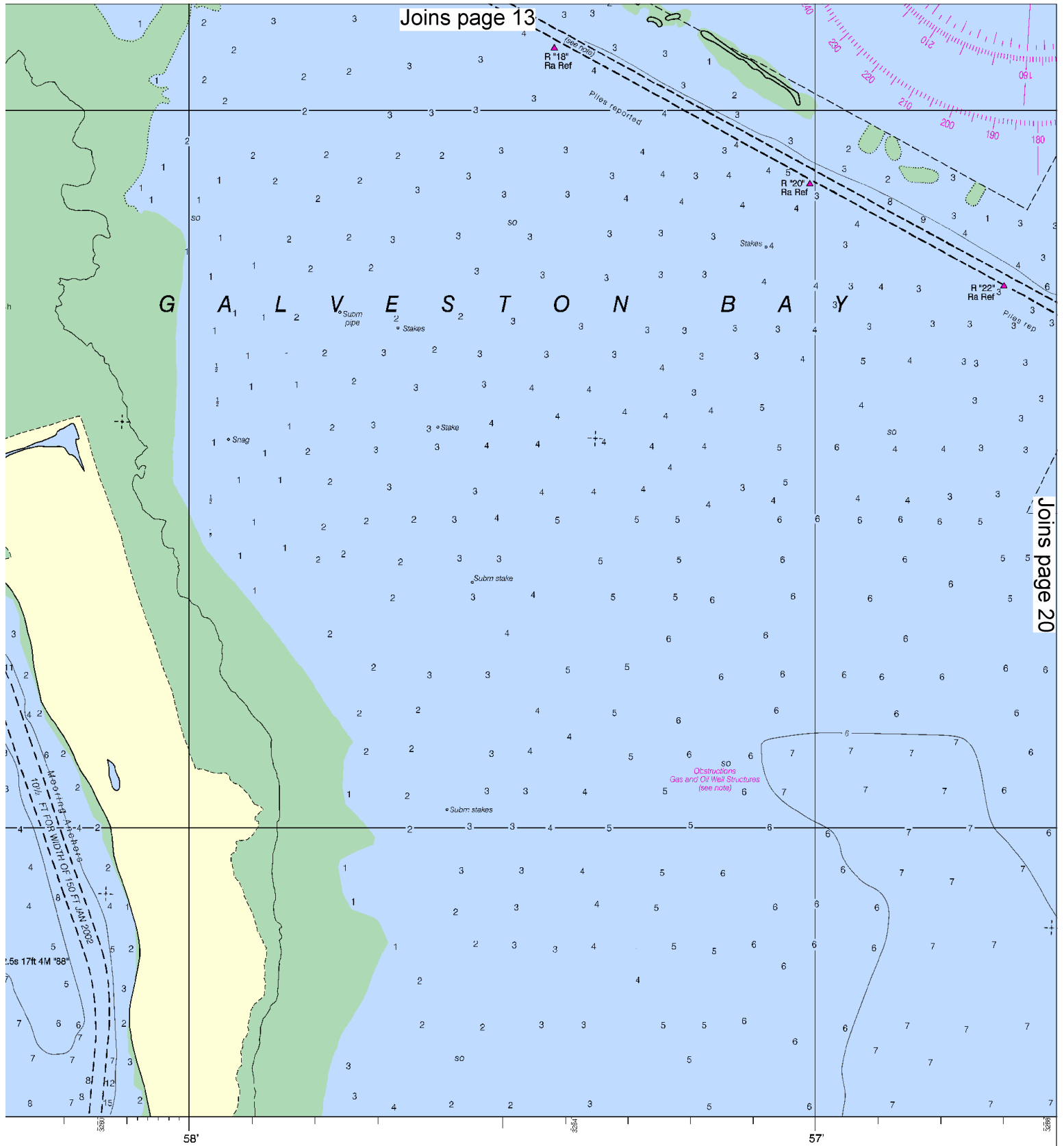


safe navigation. The National
additions, or comments for
on (N/CS2), National Ocean

PRINT-ON-DEMAND CHARTS

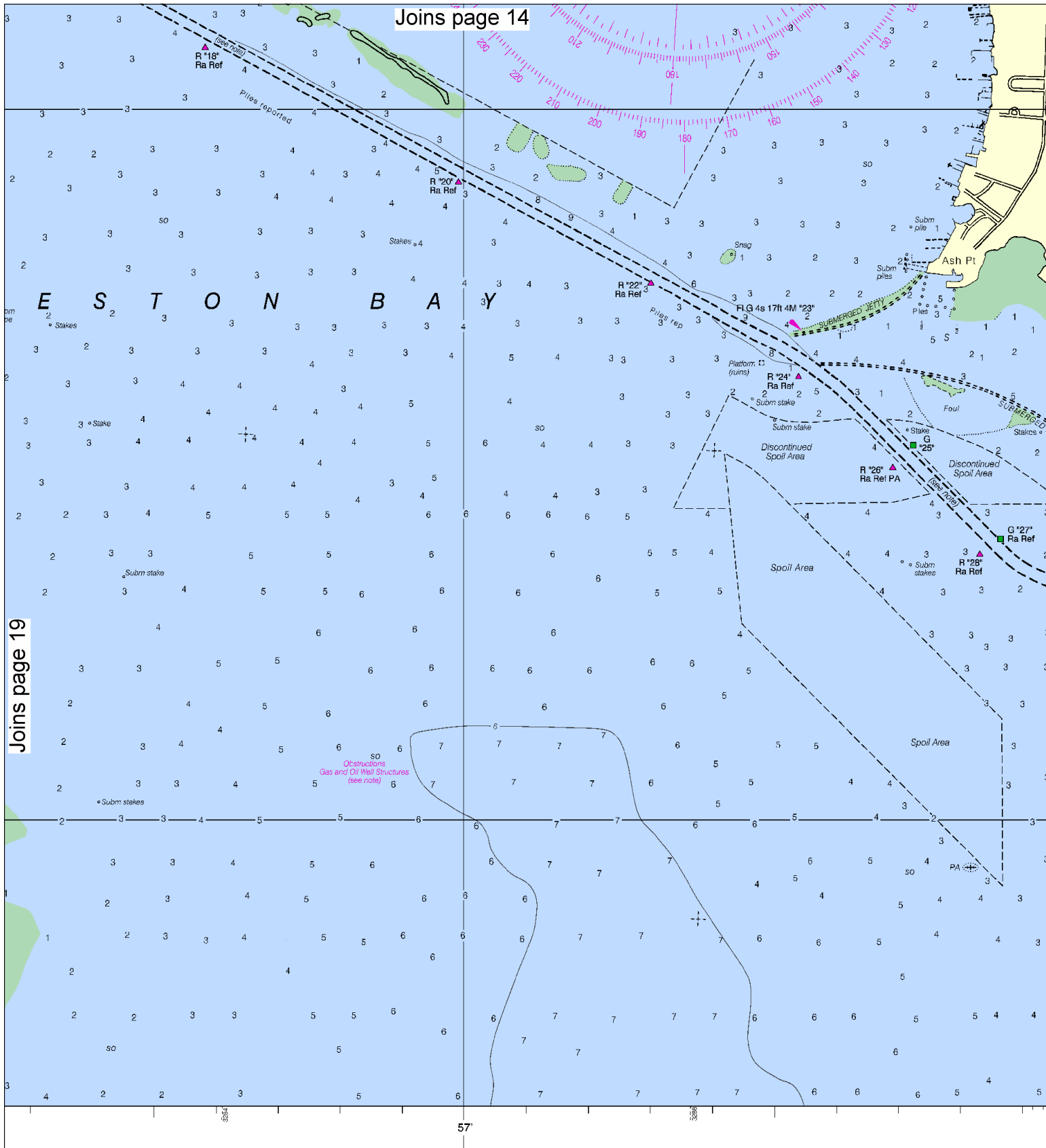
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, hi help@OceanGrafix.com.

Joins page 13



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IC ADMINISTRATION
VICE

SOUNDINGS IN FEET



Joins page 19

SOUNDINGS IN FEET

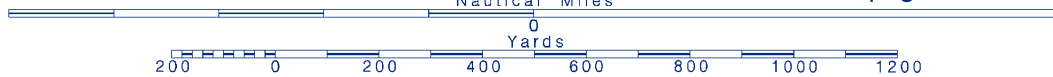
| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---------|---|----|----|----|----|----|----|----|----|----|----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |

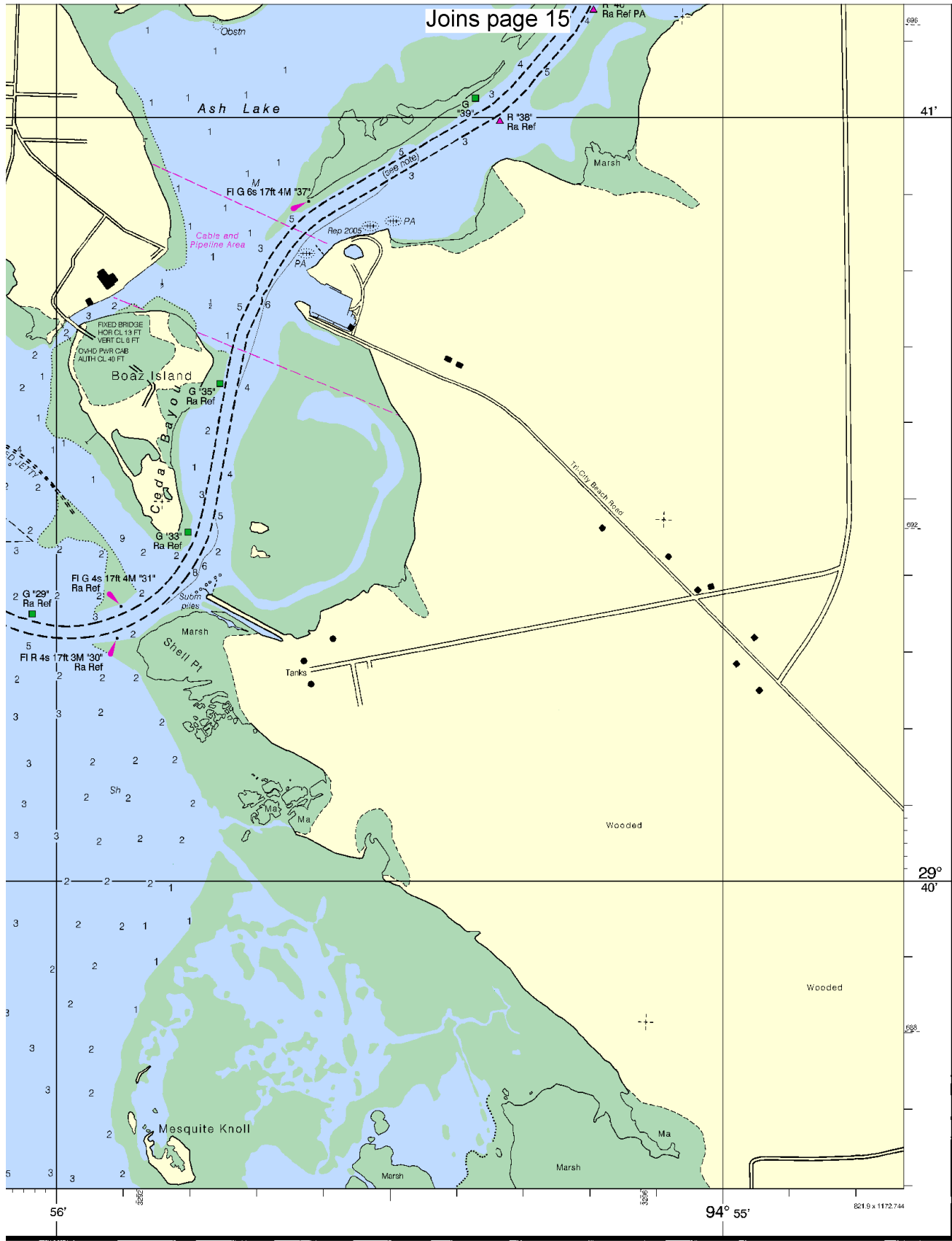


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





Houston Ship Channel, Atkinson I to Alexander I
SOUNDINGS IN FEET - SCALE 1:10,000

11328



NSN 7642014010123
NGA REFERENCE NO. 11A-HA11328

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Galveston– 409-766-5620

Coast Guard Station Galveston – 409-766-5633

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.